

and an embryo naval force, they have received the Viceroy's sanction to the creation of an artillery corps.

An article headed "Europe's duty in China," in connection with the Canton riot, the *Poll. Mail Budget* remarks that "it is fortunate that the Shamen or foreign quarter [of Canton] is situated some distance from the wharves." "Some distance" is a vague expression, but even here, where we take a chair to go fifty yards, we should hardly use such an expression to describe the length of ground to be covered between Shamen and the wharf where the outbreak began.

Our friends of Dr. Donny's in Hongkong will be glad to learn that the patent for his anti-fouling paint for ships' bottoms is about to be worked by a company in Singapore, called "The Singapore Patent Paint Company." The *Strait Times* says that the manufacture of this paint has been discontinued for some time past owing first to the destruction of the stock by fire, and second to the delay occasioned by the expected formation of a company in England to manufacture the paint there. The English company not having been formed, the local shareholders have secured suitable premises and will commence operations at once.

Lord Wolsey has introduced a change into the English army for which all cavalry men will be grateful. The hideous "joggle" is to be abolished, and the men are to be taught to rise in the stirrups as in ordinary riding. Considering how many good men have had to be discharged through being ruptured by the present system, (the average is about 1/4 of the recruits, we believe), the change is highly commendable. Lovers of the "bumping" style assert that it is absolutely necessary for some of the sword cuts, but this is a matter that we think can easily be overcome. The difference between the two styles may fairly be described as similar to that between riding in a hired chair, and a mountain chair, as far as comfort and relief go.

The site of the new Hongkong and Shanghai Bank building is at present a scene of chaos; here and there deep excavations, with massive granite foundations of the old premises cropping up between and the old "strong" room still standing above the ruins. The new work, however, is progressing satisfactorily under the energetic supervision of Mr. Jones, the clerk of works, and towards the Praya front the foundations have been completed and the walls of the new edifice are already several feet above the ground, and the plan of the ground floor of the premises, which is being carried out in accordance with the original design, can now be traced on that side at least. The basement is destined for the commodore's and officers' quarters and the kitchen and servants' rooms, while all the regular business offices of the Bank will be situated on the ground floor. These comprise general and correspondence offices, bullion strong rooms, and offices for the Manager, sub-Manager, bookkeepers, and correspondents, as also the Directors' Board Room, commodore's private offices, lavatories, &c. A grand staircase near the Queen's Road front and another at the back will communicate with the rooms on the first and second floors, which will comprise dining, drawing and billiard rooms, with 16 bed and bath rooms for the accommodation of the junior mess.

The report that has been in circulation, and which we published on Wednesday evening, to the effect that the Board of Trade has reversed the finding of the Marine Court of Enquiry here with regard to the loss of the *Minard* (Cable), is hardly correct. The Board of Trade has, we are informed, had the matter brought before them, and have modified the sentence of the Court ordering Captain Skinner's certificate to be suspended for nine months. Captain Skinner does not get his certificate returned to him at once, as stated, but the period of suspension has been reduced to what extent is not known to our informant, but they expect to receive further information on the subject by the next mail. An "Old Mariner" writes us a strong letter in support of the original decision. "Of course," he says, "We all sympathize with a brother shipmaster who loses his vessel, as it often means loss of livelihood, but I think there are many of us who desire to see the profession purged from the charge of carelessness, and, to those who understand the matter and the practice of seamen, there would appear to be little fault to find with the Court's decision. Never mind if the rock on which the vessel struck is found afterwards to be 150 feet out of position; it was known there were rocks thereabouts, and no wise man would take his vessel within 150 feet of hidden dangers when he has the choice of a wide channel, and no wise man would trust his untied third mate with a vague order as was given in this case. Further, the mate had no chart available to refer to, and without local knowledge a dozen extra-master's certificates would have been little good to him. It would be of interest to know what view the local Insurance people take of the Court's decision."

A portion of the Russian squadron, the *Duke of Edinburgh* (Raghu), and the *Shedden* and *Neposud*, arrived in Yokohama on the 15th inst., and exchanged salutes with the port and the two Admirals in harbour.

The *Hugo News* learns that the U.S.S. *Essex* has put into Nagasaki under sail, her machinery having broken down, and the ship is not yet an American institution.

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The steady advance of Italy, as a maritime power has chiefly attracted attention from the launching of her ironclads. Germany occasionally sends forth a floating monster from the northern dockyards, and France only very occasionally; but at Constantinople, and the gunship at Spezia always bears comparison with any ironclad in our fleet. Latterly the Italian Government has been paying attention to ships built for the purposes of commerce. The mercantile marine wooden vessels. The ships are large, in tonnage, but they are old in pattern, and iron has not found there the same favour as with our constructors on the Clyde. The Government hopes at once to create and to develop a useful industry, and for this purpose is going to imitate the tactics of France. The shipbuilder will be turned by the State. A considerable premium will be granted for the construction of iron steam-vessels for mercantile purposes. Hitherto our steamers have been employed in the carriage of English coal to Italian ports. This trade has been secured to us by normal treaty, and we did it first at a cheap price. It is said that we are about to lose our monopoly, and that henceforth Italian vessels will be entrusted with this traffic. — *Fall Mail Gazette*.

It will be remembered, says the *Strait Times*, that the steamer *Ceylon*, formerly belonging to the P. & O. Company, under the command of Captain Lunham, visited Singapore in the latter part of 1881 or early part of 1882 with a party of tourists on a voyage round the world. While here, the *Ceylon* procured a quantity of Donny's anti-fouling paint, sufficient for one coat, which was put on at Hongkong when the vessel was docked. At the request of the London Agents, Captain Lunham inspected the vessel on the 20th August, 1883, and next day wrote to them the following gratifying report:—

Messrs. Foster, High & Co., 3 Cornhill Buildings, London, E.C.

Dear Sir,—In accordance with your desire I surveyed the bottom of the S. S. *Ceylon* yesterday, 20th inst., in Mr. James Leitch's Dock, Southend-on-Sea, and have to report as follows on the present state of Donny's Anti-Fouling composition as applied to this vessel.

In the first place it is necessary to state that the S. S. *Ceylon*, 2,200 tons, was lately employed under my command upon a yachting voyage round the world, and on several occasions the vessel was exposed to the action of the sea, and returned to Southampton in August, 1882, afterwards making a short Atlantic cruise of five weeks, returning home in October, 1882, proceeding thereafter to Sunderland, at which port she has been laid up unemployed until the present time.

The vessel was coated with one coat only of Donny's Anti-fouling composition on 20th February, 1882, in the Aberdeen dry dock, Hongkong; it is therefore 18 months since the composition was applied, and I cannot imagine a more severe test than it has undergone during that time.

Upon examination I find that downward to the level water-mark the paint has been chafed off whilst lying in dock, but from light-water-mark to the keel the paint remains perfectly smooth, clean, and absolutely free from any marine growth whatsoever. This is the more surprising, considering the work done by the vessel in the long interval since the paint was applied, the high temperature of water through which she has passed, and the many harbours entered which are notorious for fouling ships rapidly.

In fact, I have no hesitation in saying that in all my experience I have never known any other similar results after such a severe test, of which possesses in such a high degree the property of preventing marine growth, either weed or shell, in water of high temperature.

Yours faithfully,
Sd. R. D. LUNHAM.

CRICKET.

A CRICKET match came off this afternoon between the first and last halves of the alphabet. The "last" wait in first and managed to score 141, but their opponents were too strong, and with the slashing innings of L. D'Aeth who put in two 6's, five 4's, and 10 threes, not to mention his giving the ball a ball just for a change, they ran up a record of 170, with several men left to bat. The fielding was not of the old Hongkong style, taking it all round, but as the season has only just begun, it is hardly fair, at present, to criticize.

LAST HALF OF ALPHABET.

H. G. Rice, b Hendry,	25
J. J. Bell-Irving, b Farquhar, ..	16
C. P. Lloyd, l.b.w., b Farquhar, ..	5
G. R. Johnston, b Farquhar, ..	5
G. A. Porter, b D'Aeth, ..	15
B. S. Jarret, b D'Aeth, ..	54
A. F. Wylie, b D'Aeth, ..	5
G. A. Stokes, b Gordon, b D'Aeth, ..	5
R. M. C. Vaughan, l.b.w., b D'Aeth, ..	2
T. R. Skene, b D'Aeth, ..	2
H. H. Loxley, b Farquhar, b Hendry, ..	15
Extras, ..	12
Total, ..	141

FIRST HALF OF ALPHABET.

S. Farquhar, l.b.w., c and b Rice, ..	0
S. S. H. D'Aeth, c and b Johnston, ..	89
J. C. G. Hendry, l.b.w., b Irving, ..	6
F. S. G. Hare, c Lloyd, b Johnston, ..	27
H. G. Fiechman, not out, ..	21
Cosmo Gordon, c and b Johnston, ..	9
A. R. Gordon, not out, ..	12
Extras, ..	12
Total, ..	170

It is to be feared that "at baseball" American ladies do not quite forget that the eyes of the male portion of the spectators are upon them; and perhaps they are rightly mindful, even when at play, how—

Things of no moment, colour of the hair, Shape of a leg, complexion brown or fair, A dress well chosen, or a patch misplaced, Conciliate favour or create distaste.

In England such an accusation would be repelled with scorn; but in America they evidently make no secret of it. Here, for instance, is an account of a stirring combat at baseball, which took place not long ago, when sixteen young ladies of Philadelphia met for what was supposed to be war to the knife.

The battle was fought in the presence of four or five hundred people, of whom a few were ladies. One side wore dresses of white, with blue trimmings and extensions of a light green colour, while the other had red trimmings and stockings. All were jaunty little things, with a baseball shoe of the regulation style, and all had well-upturned belts round their waists. Miss Williams, who acted as captain of the reds, had a full suit of that colour, and Miss Evans, who held a similar command on the other side, sported a lovely outfit of cerulean blue and a little hat that had a dancing blue ribbon. The combat began, the combatants alike fought to the "go," and in the end proved a shocking failure.

There was no unkindly hurrying about their play, and they never condescended to excitement. Speed was of no great moment, and no young lady in running the base was seen to sprawl on the grass and come to a stop, as the boys do, but they may be seen any day when men are playing. Dignity, in fact, characterized the players. The most promising flew slipped through their lovely little hands like water through a sieve, but still they smiled. In catching, all the girls held their hands out in front of them with the palms up, and if the ball was well directed and came in a nice curve, they caught it well enough, but if it came straight and fast their courage failed and they got out of its way without delay.

However, the spectators were delighted, and went away thankful, perhaps, that the American is not yet an American institution. — *Fall Mail Gazette*.

The French frigate *Tourelle*, 27, Captain Doo, arrived in Yokohama from Hongkong on the morning of the 12th inst.

A Mr. William Patterson, in Yokohama, appears before the authorities with a regularly worthy of a better cause, and equal to the best efforts of our beach-combers. On his last appearance for the old offense of being drunk and incapable, he, as usual, was not satisfied with the term of his sentence and requested that this being his ninth offense, he thought the court might have provided him with board and lodging for the winter; seven days was not worth getting drunk for.

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profita to increasing the Reserve in future. If any shareholder has any question to ask, I shall be happy to answer for him. No question was asked. The Chairman proposed that the report be adopted, and the accounts passed.

Mr. Henderson seconded; and the motion was carried unanimously.

On the motion of Mr. Dalrymple, seconded by Mr. Wemyss, Mr. Giltzow was unanimously elected to the position of Director in place of Mr. Hoppus, who went home some time ago.

The Chairman—Two of the members of the Board of Directors retire by rotation, but offer themselves for re-election. I have much pleasure in proposing that Messrs. McEwen and Sasseon be re-elected. No objection seconded, and the motion was carried unanimously.

Mr. Sasseon proposed and Mr. Reiners seconded, the re-election of Messrs. J. H. Cox and A. Wemyss, as Auditors.

Carried unanimously.

The Chairman—I have to inform you that a £100,000 warrant will be ready on Monday. I have to thank you for your attendance, and also the shareholders generally for their support.

As the meeting was about to disperse, Mr. Jackson rose and said:—Gentlemen, I don't think we ought to allow such a splendid opportunity as we have had to pass without saying a few words. I am sure the shareholders generally will be delighted with the results attained. I think our thanks are due to the Directors, the secretary and staff for their good services. I believe Mr. Jones will be a most successful manager of the company, and I am sure he will be able to do so. I am perfectly sure he will get it. He has worked indefatigably for the society's good since he came to Hongkong. I know that from experience, as I am acquainted with a good deal that goes on here. I am sure he has done his very best for (himself).

Mr. Jones replied:—Mr. Jackson and gentlemen, I am extremely obliged to you on behalf of the London and Shanghai Managers, the staff generally and myself, for the very kind way you have spoken of our services; and it will stimulate us to endeavour to help to make the Society in the future what it has been for nearly the past half century, one of the most successful institutions of its kind in the world. I thank you very much. The meeting then dispersed.

Dead Letters.

Bonny, Mrs. J. — Birmingham U.S.A. 1
Brown, Capt. James, Bark *Ill*, — Manila; 1
Chau Chin, Am. Bark *E. F. Watson*, — Manila; 1
Connell, Miss H. — Bedford Main, U.S.A. 1
Dunn, K. N. — New York, — 1
Fitzgerald, Bridge, — New York, — 2
Forster, F. Bark *Zealandia*, — Manila; 1
Franklin, Mrs. J. S., — Philadelphia, — 1
Haines, Mrs. G. B., — Hongkong, (e) 1
Heath, T. W. — San Francisco, — 2
Hill, — San Francisco, — 1
Lewis, Miss Ellen, — New York, — 2
Mullmann, Capt. A. T. Bark *Nicholas*, — 1
Rogan, Michael, — New York, — 1
Rodick, Maggie, — Washington, — 1
Smith, Capt. A. J., Am. Ship *Calcutta*, — 1
Cebu, — 1
Therfield, Mrs. Mary T., — Boston Mass., 1
Wagon, O. G., — Adams Co., Iowa, — 1

(a) Posted at Shanghai.

The above letters have been returned from various places at which the addressees cannot be found, and are hereby returned. If not claimed within ten days, they will be opened and returned to the writers.

General Post Office,
Hongkong, 19th October, 1883.

Quotations.

HONGKONG, October 20.

OPUM—New Patna, cash, \$575
" Old, cash, .. 550
" New Bonares, cash, .. 550
" Old, cash, .. 535
" New Malwa, credit, .. 635
" Allowance, Tads, .. 72
" Old Malwa, credit, .. 60
" Allowance, Tads, .. 32

Exchange.

Dank, Wiro, .. 3/8
" Demand, .. 3/8
" 30 days' sight, .. 3/8
" 4 months' sight, .. 3/8
Credits, .. 3/0
Documentary 4 months' sight, .. 3/0
India, Wiro, .. 22 1/2
" demand, .. 22 1/2
Shanghai, demand, .. 72 1/2
" 30 days' sight, private, 73 1/2
Gold Leaf 100 line, .. \$27.00
" do, .. \$5.41

Temperature.

(Taken at Messrs. Poleson & Co's. Premises, Queen's Road.)

HONGKONG, October 20.

BAROMETER—9 A.M. 30.140
Do. 1 P.M. 30.084
Do. 4 P.M. 30.050
THERMOMETER—9 A.M. 81
Do. 1 P.M. 80
Do. 4 P.M. 81
Do. (Wet bulb) 9 A.M. 74
Do. Do. 1 P.M. 75
Do. Do. 4 P.M. 74
Do. Maximum 81
Do. Minimum over night 77

Shipping Intelligence.

VESSELS TO ARRIVE.

Left. Name. From.

April 10, Brambleby, Penarth

25, Arechols, Sunderland

June 8, Sackin, Cardiff

21, Jo Maru (s), Penarth

23, Theodore Rieger, New York

23, Countess, Cardiff

23, Elisabeth, Liverpool

30, Metapodis (s), Cardiff

30, Zebina Gondy, New York

July 13, Jupiter, Hamburg

21, Okela, Cuxhaven

30, Osaka, London

Aug. 6, Willy, Cuxhaven

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11, Wilhelm Hoyer, London

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18, Maria Louisa, Liverpool

31, Ajax (s), Liverpool

30, Stamboul (s), Marseilles

31, Calumair (s), London

Sept. 1, Dakota, Liverpool

7, Chabotte, Cardiff

10, Andromed, Antwerp

8, Steuter (s), Cardiff

12, Telamachus (s), London

Shipping Intelligence.

VESSELS TO ARRIVE.

Left. Name. From.

April 10, Brambleby, Penarth

25, Arechols, Sunderland

June 8, Sackin, Cardiff

21, Jo Maru (s), Penarth

23, Theodore Rieger, New York

23, Countess, Cardiff

23, Elisabeth, Liverpool

30, Metapodis (s), Cardiff

30, Zebina Gondy, New York

July 13, Jupiter, Hamburg

21, Okela, Cuxhaven

30, Osaka, London

Aug. 6, Willy, Cuxhaven

9, Wilhelmina, Antwerp

11, Wilhelm Hoyer, London

14, Lebu (s), London

18, Maria Louisa, Liverpool

31, Ajax (s), Liverpool

30, Stamboul (s), Marseilles

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